

I CLAIM:

1) A method of reducing peak torque loads caused by automatic gear shifting comprising the steps of:

transmitting rotational power through a torque shock absorber having a generally cylindrical housing adapted for attachment to a drive on one cylindrical end and to a driven shaft on the other cylindrical end;

so that peak torque loads transmitted through the torque shock absorber are reduced.

2) A method of reducing peak torque loads as in claim 1 wherein the torque shock absorber comprises a housing having peripheral spaced bolts through openings therein and wherein said bolt openings are surrounded by a rubber bushing in the housing so that when the torque shock absorber is bolted to a driven flange peak torque loads are absorbed by the rubber bushings.

3) A method as in claim 2 wherein the rubber bushings surround a steel bolt sleeve.

4) A method as in claim 2 wherein the rubber bushings are surrounded by a cylindrical steel ring to facilitate positioning within the housing. /

5) A method as in claim 2 wherein the drive shaft and drive flange comprises fly wheel turned by a crankshaft on an internal combustion engine.

6) A method as in claim 5 further wherein the driven shaft is adapted to be driven by a driven flange bolted to an inner central portion of the driven end of the generally cylindrical torque shock absorber.

7) A method as in 6 wherein the driven shaft inputs power to an automatic transmission.